

Gateway Pacific Terminal Scoping Comments January 2013

I am a Whatcom County voting resident, organic farmer and farm-and-education business owner. I am concerned about the impacts of the proposed Gateway Pacific Terminal (GPT). My concerns arise from the foreseeable increased use of deep-water shipping terminal at Cherry Point combined with the foreseeable increase in industrial rail traffic, and their consequent direct, indirect and cumulative adverse impacts on land, water, species, local business and emergency vehicle response. These adverse impacts will jeopardize businesses and business opportunities, organic and non-organic farmlands, community water supplies, plant, animal and fungal species and ecosystems, and human lives.

For these reasons I ask that the following environmental impact statements (EIS) be prepared after exhaustive study. Since many impacts have long-term and permanent consequences, exhaustive study shall also be long-term at a minimum of five years. Study shall be developed and implemented by a generally elected third-party organization. Study shall be funded by the party(ies) who submitted Gateway Pacific Terminal proposal. Many jobs and internships will be created through this long-term study and will be an excellent opportunity to involve university students from many related campuses and fields-of-study.

I personally advise that no action be taken with the proposed Gateway Pacific Terminal – No terminal, No pier.

Please provide and Environmental Impact Study on the following topics:

- 1) I request an EIS be completed to thoroughly assess the short- and long-term direct, indirect and cumulative impact of GPT and GPT rail traffic on soil and water quality.

The EIS shall include:

- a) an outline of all existing and newly proposed rail lines which could be used to traffic product to GPT;
- b) which commercial farms and farm lands, organic and non-organic, may be impacted by GPT, by rail traffic to GPT and by rail traffic pollution;
- c) the extent to which diesel exhaust and coal dust - from transport along all GPT utilized rail lines and product storage stacks at Cherry Point and related facilities – will travel airborne and through water-ways, consequently indirectly affecting soil, water, crops and livestock;
- d) what potential water-ways, ground water, and drinking water will be impacted by GPT and GPT's rail traffic;
- e) which contaminants - from products being transported via rail, the burning of fuels to power rail transport, and the byproducts from heavy rail-use wear-and-tare (example: brake dust) – will impact soil and water quality;
- f) the cumulative collection of contaminants in soil and water – in areas directly effected by GPT and GPT utilized rail lines and areas indirectly effected;
- g) the direct and indirect effect of said contaminants on organic and non-organic produce and

- livestock, and the subsequent financial loss to farmers;
- h) the process, cost and party(ies) responsible for short- and long-term soil-remediation

- 2) I request an EIS for GPT's rail traffic on consumer accessibility to locally owned businesses – both in the city and throughout the county.

The EIS shall include:

- a) specifically which businesses in city and throughout county will be effected directly by rail crossings;
- b) specifically which businesses will be rendered completely inaccessible during GPT's rail traffic use of rail crossings;
- c) the average duration of time all proposed rail traffic to GPT will shut-down vehicular traffic at rail crossings – to include possible rail delays: possible causes of delay and average time to ameliorate delay cause;
- d) the total financial loss of businesses due to impact of GPT's rail traffic;
- e) the estimated number of businesses that may go out-of-business due to the impact of GPT's rail traffic;
- f) which party(ies) will be responsible for the financial losses and possible bankruptcy of businesses effected by GPT and GPT rail traffic

- 3) I request an EIS for GPT's rail traffic on emergence vehicles efficiency and effectiveness

The EIS shall include:

- a) specifically which residences and businesses in city and throughout county will be effected directly by rail crossings;
- b) specifically which residences and business will be rendered completely inaccessible during GPT's rail traffic use of rail crossings;
- c) the average duration of time all proposed rail traffic to GPT will shut-down emergence vehicle traffic at rail crossings – to include possible rail delays: possible causes of delay and average time to ameliorate delay cause;
- d) the estimated number of emergency vehicle delays due to impact of GPT's rail traffic;
- e) the estimated number of deaths due to emergency vehicle delays by GPT's rail traffic;
- f) which party(ies) will be responsible for the human losses caused by GPT and GPT rail traffic

- 4) I request and EIS for GPT's short- and long-term impact on marine species, including but not limited to: plants, animals and fungi (with specific attention to: herring, salmon, orca whales and bald eagles).

The EIS shall include:

- a) an outline of any and all marine species who historically and currently utilize Cherry Point

and Cherry Point's waters for habitat – food and shelter

– to include each species: nutrient source, time of year species inhabit and/or feed at Cherry Point and Cherry Point's waters, and the average size of species;

- b) which indigenous tribes-people currently derive a livelihood from the marine species at Cherry Point and how this livelihood will be effected by GPT;
- c) an outline of all contaminants which may effect any and all marine life at Cherry Point;
- d) ware-and-tare on the ecosystem from regular and increased export transportation – to include the impact of mechanically-created wave-patterns emitted in the sea and consequent effects on marine life, infrastructure built to accommodate export transportation, fuel used to power transportation, etc.;
- e) the estimated loss of/to marine species, including possible threats to endangered species;
- f) what is the process and cost of short- and long-term habitat restoration of Cherry Point and Cherry Point waters;
- g) which party(ies) will be responsible for any and all losses of/to marine life and any and all losses of indigenous tribes-people who utilize Cherry Point for livelihood.